मगर मैं बताना चाहता हूं कि 5 फरवरी, 1992 को कैबिनेट कमेटी आन पोलिटिकल एफेयर्ज में इस बात पर फिर सोचा गया और उसमें प्रधान मंत्री के इशारे पर यह बात कही गई कि इसको एक्जामिन किया जाए कि इस पर कितना पैसा लगेगा।

इसके बाद हमने बाकी मिनिस्ट्रीज कमीशन और गवर्नमेंट आफ असम की उनके व्यूज लेने के लिए नोट भेजा हुआ है।

श्री मतंग सिंह : उपसभापति महोदया, मेरा दूसरा सप्लीमेंटरी है, क्या यह सच नहीं है कि इस पुल के निर्माण यहां की जनता काफी समय से भारत सरकार . . (**व्यवधान**) मांग करती आ रही है। . . (**व्यवधान**)

THE DEPUTY CHAIRMAN: Order, please, in the House.

श्री मतंग सिंह : क्या यह पुल के बारे में योजना विभाग ने कोई स्वीकृति दी है?

श्री जगदीश टाइटलर : यह तो पूरे डिटेल में आपको अभी बताया है कि हम इस पूरे पुल को बनाने के लिए हैं मगर हमने पूरे ओपिनियन मांगे हैं। असम गवर्नमेंट से मांगे हैं, प्लानिंग कमीशन से मांगे हैं, फाईनांस मिनिस्ट्री से मांगे हैं, होम मिनिस्ट्री से मांगे है।

श्री मतंग सिंह : क्या प्लानिंग कमीशन ने आपको कोई एप्रूवल दी है या नहीं?

श्री जगदीश टाइटलर : मैं आपको बता रहा हूं कि प्रधान मंत्री ने इस पर इन्टरेस्ट लिया है और प्रधान मंत्री के इन्टरेस्ट के ऊपर ही यह सब ओपीनियन देने के बाद आपका पुल बनेगा। . . (**व्यवधान**)

श्री अजीत जोगी : इस पर सहानुभूतिपूर्वक विचार होना चाहिए।

SHRI NYODEK YONGGAM: The question raised by the hon. Member is related to the construction of tre railway-cum-road bridge at Bogivil with the Dhemaji District on the one side and the Dibrugarh District on the other side. If this proposed bridge is constructed, it will link about six North-Eastern States. May I know from the hon; Minister whetrer the Central Government paid Rs. 4 lakhs sometime in the year 1986 for the survey work? For the last six long years the work has not started. What are the reasons? May I know these from the hon Minister?

SHRI JAGDISH TYTLER: Sir, I would like to inform the hon. Member that in the Sixth Five-year Plan a detailed survey for construction of a bridge across the river Brahmaputra, from Bogivil to Dibrugarh, was undertaken by the RITES as consultants in 1982 for preparing a techno-economic feasibility report. As I said, on the basis of that on 29th May, 1990 the Cabinet Committee on Political Affairs considered it, which I have already repeated. It was only on the basis of the report prepared in the Sixth Plan by the RITES. As I said mentioned before, I can repeat it, but I would like to say today that the bridge is going to be constructed but after the bridge at Jogipada is completed. We have asked for the opinion of the Assam Government, the Home Ministry, the Planning Commission and other agencies. Once we get that, I think, as a national project we will be able to take this up.

Conversion of Manmad-Aurangabad Adilabad metre gauge rail link

*404. SHRI MURLIDHAR CHANDRAKANT BHANDARE:†
SHRIMATI VEENA VERMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the project for conversion of the Manmad-Aurangabad-Adilabad metre gauge rail link has been pending for long, if so, since when and what is its estimated cost; and

†The question was actually asked on the floor of the House by Shri Murlidhar Chandrakant Bhandare.

(b) whether the same is proposed to be implemented under the integrated programme for conversion of rail links already inaugurated by the Prime Minister, if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The work was approved in 1973-74. Its present day estimated cost is Rs. 353 crores. Owing to lower priority accorded in the past, the progress was slow. It is now being implemented on priority.

Manmad-Aurangabad (114 km) has been opened as BG during March' 92. Aurangabad-Jalna (63 km) and Parbhani-Parli Vaijnath (64 km) are targetted for completion in 1992-93. Jalna-Parbhani-Mukhed is expected to be completed by 1993-94 and Mudkhed-Adilabad by 1994-95.

SHRI MURLIDHAR CHANDRAKANT BHANDARE: Madam, efficient communication is the very heart of progress. The rail communication can be improved by conversion.... *(Interruptions)*

THE DEPUTY CHAIRMAN: Please.

AN HON. MEMBER: All the questions are on Maharashtra. ...(Interruptions)

SHRI MURLIDHAR CHANDRA- tions are on Maharashtra... *(Interruptions)*

THE DEPUTY CHAIRMAN: Yes.

Please allow him to ask his supplementary on the rashtra or Maharashtra, that apart.

SHRI MURLIDHAR CHANDRAKANT BHANDARE: Madam, efficient communication is the heart of allround progress. The railway communication can be improved by conversion of the meter gauge into broad gauge. A very important sector is Manmad-Aurangabad-Parbani and then Parbani-Adilabad. I am happy that in March the Manmad-Aurangabad line was completed and opened by the hon. Home Minister in the presence of the Railway Minister but not before it had taken 18 years because it was sanctioned in 1973-74. The original cost was Rs. 13 crores and it ended up to a cost exceeding Rs. 50 crores. This is really inexcuseable. Now, a frightening figure of Rs. 353 crores has been given followed by the lame excuse that there would be no resources available. I would like to know as to what steps are being taken to complete the second stage from Aurangabad to Parbhani and from Parbhani to Adilabad, the third stage.

SHRI MALLIKARJUN: I don't have to answer for all that 18 years' delay, because it was not on priority. Now, we have taken a conscious decision to convert the 6,000 kilometres in this Plan period and there will be no dearth of funds for the conversions, not only for this particular section, but for all sections, which have been included in the Action Plan. The hon. Member wants to know what is the stage of conversion from Aurangabad to Jalna, from Parbhani to Parli Vaijnath, which are 63 kilometres and 64 kilometres. They will be completed by 1992-93. From Parbhani to Purna-Mudkhed, it will be completed by 1993-94. From Madkhed to Adilabad, which is 102 kilometres, it will be completed by 1994-95.

THE DEPUTY CHAIRMAN: Second Supplementary.

SHRI MURLIDHAR CHANDRAKANT BHANDARE: That is all.

THE DEPUTY CHAIRMAN: Are you satisfied?

SHRI MURLIDHAR CHANDRAKANT BHANDARE: As long as they are serious to do it, I am satisfied.

THE DEPUTY CHAIRMAN: Shrimati Veena Verma. Are you also satisfied?

SHRI VITHALRAO MADHAVRAO JADHAV: Madam...

THE DEPUTY CHAIRMAN: No. You are not to ask. Please don't make it a habit of making interruptions. Shrimati Veena Verma, please.

श्रीमती वीणा वर्मा : उपसभापति महोदया मैं मंत्री महोदय से पूछना चाहती हूं कि परभनी से अदीलाबाद, जो कि मीटरगेज से ब्रोडगेज में बदला जाना है, उस प्रोजेक्ट का कुछ हिस्सा बनाया गया है, लेकिन उसका काम बहुत धीरे चल रहा है। तो अब बिना किसी एक्सक्लेशन के यह कब तक पूरा कर लिया जायेगा। वैसे ही इकोनोमिक क्राइसेस है और, उसके पूरा करने के लिए क्या कार्यक्रम बनाया जा रहा है? यह मैं मंत्री महोदय से जानना चाहूंगी।

श्री मल्लिकार्जुन : मैडम, मैं इससे पहले सदन को बता चुका हूं कि परभनी से पूरना, पूरना से मूदखेड, जो 82 किलोमीटर है, इसको 1993-94 में कम्पलीट करेंगे, पैसे की कोई जो है समस्या नहीं है। वैसे मुदखंड अदीलाबाद 102 किलोमीटर है, उसके वास्ते भी समस्या नहीं है पैसे की और वह 1994-95 में हम पूरी करेंगे।

Shortage of passenger coaches

*405. SHRI SURINDER KUMAR SINGLA:
SHRI SURESH PACHOURI:†

Will the Minister of RAILWAYS be pleased to state:

(a) what was the extent of shortage of passenger coaches at the end of 1988 in the country;

(b) what is the capacity of Kapurthala Coach Factory in producing coaches annually and the capacity of railway coach repairing factory workshop at Bhopal;

(c) the number of passenger coaches produced by the factory during 1988-89, 1989-90, 1990-91 and 1991-92;

(d) whether there is any plan for producing double-decker coaches; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 4172.

(b) Present capacity of Kapurthala Coach Factory is 1000 coaches per year and of Rail Coach Workshop/ Bhopal 500 coaches per year.

(c) Rail Coach Factory, Kapurthala produced 120,175,600 and 915 coaches, respectivey during these years. Bhopal workshop repairs and does not produce coaches.

(d) Not at present, Sir.

(e) Does not arise.

श्री सुरेश पचौरी : महोदया, यह खुशी की बात है कि जिस कपूरथला कोच फैक्टरी की आधारशिला राजीव गांधी जी ने रखी वहां पर कोच का प्रोडक्शन प्रतिवर्ष बढ़ता जा रहा है। यहां तक भोपाल रेलवे कोच रिपयरिंग फैक्टरी का प्रश्न है, मेरा माननीय मंत्री जी से यह प्रश्न है कि भोपाल रेलवे कोच रिपेयरिंग फैक्टरी में कितने लोगों को रोजगार दिए जाने का लक्ष्य था? क्या वह लक्ष्य पूरा हो गया है? यदि नहीं, तो कब तक पूरा हो जाएगा? साथ ही क्या रेलवे विभाग ने कोई ऐसा निर्णय लिया था कि 50 प्रतिशत पर भोपाल गैस से प्रभावित लोगों के लिए भोपाल रेलवे कोच फैक्टरी में दिए जाएंगे? यदि हां, तो इस निर्णय का क्रियान्वयन कब तक होगा?

SHRI MALLIKARJUN: At the moment in the Bhopal Repair Workshop, a staff of 1,000 is working. So

†The question was actually asked on the floor of the House by Shri Suresh Pachouri.